

Dec. 26.

Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.

Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.62; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck headline cod, \$1.00 for large and \$3.00 for mediums.

Boston.

Today being a holiday at T wharf, the Times does not have its usual report of vessels there. The following crafts, however, are in there and probably others:

Sch. Elmer E. Gray, 15,000 haddock, 7000 cod, 10,000 cusk.

Sch. Fannie Belle Atwood, 6000 haddock, 16,000 cod, 2000 hake, 6000 cusk, 4000 pollock.

Sch. George E. Lane, Jr.

Sch. Athena, 4000 haddock, 2500 cod.

Sch. Minerva.

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NEWS OF ICE CONFIRMED.

Sailing Vessels Cannot Get Through Straits Now.

HERRING ARE VERY SCARCE.

Comparisons of Arrivals Thus Far This Season and Last.

The Times' information of ice in the gulf and conditions as existing at Bay of Islands, N. F., last Tuesday and Wednesday is confirmed by dispatches received here by vessel owners yesterday.

These dispatches were to the effect that not only were herring very scarce at Bay of Islands, with ice bothering the fishermen, but that the gulf ice had appeared in the straits and navigation there was closed to sailing vessels, only the ice breaking steamers now going up the coast.

The skippers at Bay of Islands were made aware of the appearance of the ice by telegrams from up along the coast and in a like manner they will keep tabs on its approach and steady journey down the coast, toward South Head.

The vessel owners here who were thinking some of sending certain of their vessels back for second trips have given up the idea entirely and some are even wondering if it was a wise move to send some of the craft that have already sailed, going somewhat late.

Last season, to date, the herring fleet had brought here and Boston 30 cargoes of salt and frozen herring. Of these three were frozen goods, one was half frozen and half salt and the rest wholly salt. Of the entire lot, five came in British bottoms, and were all salt.

This season, thus far, there have been 12 arrivals with salt herring and two with frozen herring cargoes. Already two vessels have been lost in the fishery, while last season none were lost throughout the whole prosecution of the fishery.

The season of 1907-8 produced about 33 1-2 cargoes of frozen herring for the American market, while this season, should all the vessels load, they will have about 17 or 18 frozen herring cargoes, in American bottoms. As far as known there are but six Nova Scotia vessels at Bay of Islands for frozen cargoes, and the chances are that not over half of these will come to this market.

At present with herring scarce, there is of course, much doubt regarding all the vessels now at the bay securing full loads. Then it must be remembered that over all is the dread and fear of the ice coming down, and no skipper wants his vessel to get frozen in.

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Squid at Provincetown.

Reports from Provincetown state that squid and some herring are still being taken in the traps there.

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PACIFIC CODFISH.

Western Dealers Need New Market For Surplus Catch.

Presumed Eastern Demand Has Failed to Materialize.

The presumed eastern demand for Pacific codfish has failed to materialize, and the western dealers, admitting this, say that their greatest need now is some kind of a market for their surplus stock.

The following extract from the Pacific Fisherman, are from statements of the leading codfish companies of San Francisco and are of considerable interest at this time, as they undoubtedly give a correct report of present condition of affairs in the Pacific cod trade.

"The commercial end of the business in this market, so far as prices are concerned, is very much demoralized, owing to the usual overproduction.

"A presumed eastern demand for Pacific Coast codfish has not materialized, unless packers are shipping at prices which will barely cover the cost of production. Boomers of Pacific Coast codfish do not seem to realize the congestion of home markets and the unprofitable returns from other markets. The history of the business in San Francisco is an open book which anybody can read, and must admit that it is not a profitable investment for beginners to engage in the codfish business.

"Having mentioned the unsatisfactory condition in the commercial part of the business, we want to add that the fishing part is even more risky. The two vessels of this company fishing in the seas this year, and the two vessels of the other company engaged in the business here, all came home with only half loads, which adds very much to the cost of production and, notwithstanding that all these vessels came home with small loads, there is too much codfish in this market for the requirements of a congested field."

"The absence of any demand from the east, caused in particular by the low prices prevailing in the West Indies and other markets for hard-cured fish, has made it especially difficult to dispose of the surplus, and there is every prospect of a continuance of low prices for several months to come.

"The catch on the Pacific coast has exceeded the demand of this section, and any failure of demand from the east leaves us all with a surplus on our hands. Reports just received from our stations in Alaska are of enough fish caught there and awaiting shipment to assure two full cargoes with the winter and spring catch just about to open. Our greatest need now is some kind of a market for our surplus catch."

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WANT CLOSE SEASON.

Capt. W. Harry Proctor Calls One Necessary for Lobsters.

Believes That Length Limit Does Not Solve Problem.

When doctors disagree, who shall decide? The conference of fish and game commissioner at Boston recently passed a resolution that it would be unwise to establish a close season on lobsters, and now comes forward Capt. W. Harry Proctor of the state fish and game commission steamer Lexington and says the thing necessary to have lobsters multiply on our coast, is a close season.

Capt. Proctor is a member of the state police and is known to every lobster fisherman on the coast. He is not a firm believer in the idea that the lobster supply of the coast can be conserved by the mere cutting down of the length of the lobsters taken, as was advocated lately by the fish and game commissioners of the New England states.

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The captain said recently that he could fore see the end of the lobster crop unless some new law to regulate the catching of them should be devised.

"I do not think that the limitation of the length of lobsters to be taken will be of any use," he said. "It would be pretty hard to watch every fisherman on the coast and see each lobster that he brought in from his pot every day in the year.

"There is no doubt that the lobster supply is diminishing. This is due to the fact that the young as well as the old ones are taken by the fishermen and propagation is thus hindered. The law says that none under nine inches shall be taken. That means 8 1-2 inches when they are cooked, or perhaps even less.

"It is my opinion that it is not necessary to place any limit to the length of a lobster caught, but there is in my mind certainly a necessity of placing a close season on the catching of them. Lobsters spawn about July 1. If I had the right to fix the law I would prohibit the catching of lobsters for six months after that."

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PROSPERITY AT LUNenburg.

Captains of Salt Bankers Paying Off Crews for Season's Work.

Lunenburg, "the Gloucester of Nova Scotia," as that fishing port is often called, is enjoying quite a season of prosperity at present. The lobster fishermen are hard at work and some big days' fishing have been done, one man making \$28 in one day. Big checks are common there at this season of the year, as the summer bank catch is being settled for and the captains are paying off their crews.

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LATE HERRING NEWS.

Fish Plentiful at Fortune Bay First Time in Years.

Schs. Esperanto and Senator Gardner Bound Home with Fares.

Late advices from Bay of Islands, N. F., state that sch. Esperanto has secured a full cargo of frozen herring, mostly pan goods, and sailed for home, also that sch. Senator Gardner has loaded with salt herring and sailed for this port.

Word from there, under date of December 23 says that slob ice is making in the Humber. Tuesday night it suddenly came in very cold and next morning navigation was practically closed. The ice was not very thick, but sufficiently hard to make it difficult for a vessel to get through. Tuesday evening the gasliners Veda M. McKown and Saladin went up there and were all day Wednesday working into clear water.

The object of these vessels leaving the other Arms and coming there was to secure herring, there being more there than in any other Arm of the bay. During the past week all the old nets and boats in Birchy Cove and near vicinity were put into use, resulting in some fair catches being made.

There has been a slack spell in the other Arms, and as before, the herring are in deep water. It is hoped they will strike back in the shallows again, but when they will do so is a big question. There is an old saying, "It's a hard telling the mind of a squid," and that applies to herring at Bay of Islands this season.

Schs. Oregon and Maxine Elliott, loaded with salt herring cargoes, sailed for home December 22 and sch. Esperanto is about loaded with frozen. Sch. Bohemia arrived on December 20. Capt. Bohlin, who had just come in from the Arm, says that sch. Esperanto would be ready to sail Wednesday with a full cargo, including a cabin load.

The prospect Tuesday was some better than for a number of days previous and the herring are now running very large.

For the first time since 1904 herring are reported plentiful in Fortune Bay, particularly at Bay Du Nord Brook, where more have been seen than ever before.

The Western Star says: "Many complaints are being made regarding Sunday fishing. Inspector O'Rielly is determined that no violation of the Lord's Day act is permitted. The Fiona is out every Sunday cruising among the fleet.

L. McLenan's schooner the Ellen Maxine has a half load of frozen herring.

"Large numbers of fishermen are returning from Middle Arm, where the herring continues scarce."

"Schs. Essex, Harry A. Nickerson and Maxine Elliot are among the crafts at North Arm.

"The Fiona reports herring very scarce the past week at Middle Arm. On Friday the Arm was almost dry. The majority of the vessels had moved into North Arm where the fishing was fair.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Conqueror, Cape Shore, 45,000 lbs. fresh fish.
Sch. Helen B. Thomas, shore.
Boats, 110 bbls. fresh herring.
Sch. Helen B. Thomas, shore.
Sch. Manomett, shore.
Sch. Francis V. Sylva, Provincetown.
Sch. Mary C. Santos, Provincetown.
Sch. Mattie D. Brundage, shore.
Sch. Mary B. Greer, shore.
Sch. Mary Beals, shore.

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 60 cents.

Salt Georges cod, large \$4.00, mediums, \$3.00.

Bank halibut 11 cts. per lb. for white and 8 cts. for gray.

Salt pollock, \$1.50; salt haddock, \$1.50.

Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.

Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.60; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for mediums.

Boston.

Sch. Flavilla, 7000 haddock, 500 cod, 500 hake.

Steamer Isabel, 70 bbls. fresh herring.

Sch. Minerva, 5000 haddock, 1500 cod, 200 hake.

Sch. Thomas J. Carroll, 3500 haddock, 2000 cod, 8000 hake.

Sch. Mettacommet, 2000 haddock, 9000 cod.

Sch. Fannie Belle Atwood, 6000 haddock, 16,000 cod.

Sch. Gov. Russell, 1500 haddock, 15,000 cod.

Sch. Athena, 3000 haddock, 1000 cod, 2000 hake, 5000 pollock.

Sch. George E. Lane, Jr., 4000 haddock, 3000 cod, 3000 hake.

Sch. Washakie, 7500 haddock, 4000 cod, 700 hake, 15,000 pollock.

Sch. Appomattox, 15,000 pollock.

Sch. Squanto, 60,000 haddock, 5000 cod.

Sch. Victor and Ethan, 4000 haddock, 2000 cod, 1000 hake.

Sch. Lizzie M. Stanley, 30,000 haddock, 8000 cod.

Steamer Spray, 20,000 haddock, 500 cod.

Sch. Elmer E. Gray, 12,000 haddock, 8000 cod, 2000 hake, 3000 cusk.

Sch. Sylvester, 4000 cod.

Sch. Ethel B. Penney, 5000 haddock, 2000 cod, 4000 hake, 3000 pollock.

Sch. Priscilla, 14,000 cod.

Sch. Winnifred, 10,000 haddock, 18,000 cod.

Sch. Onato, 50,000 haddock, 10,000 cod, 700 halibut.

Haddock, \$2.50 to \$3.50 per cwt.; large cod, \$2 to \$3.60; market cod, \$1.25 to \$2; hake, \$1 to \$2; cusk, \$2; pollock, 80 cts.

Fishing Fleet Movements.

Sch. Mystery was at Halifax, N. S., on Thursday for bait with 35,000 pounds of fresh fish on board.

The Lunenburg, N. S., sch. Minnie M. Cook arrived at Halifax Thursday from Bay of Islands, N. F., with 800 barrels of barreled salt herring.

Sch. Richard of this port, was at Halifax on Thursday.

Sch. Squanto was at Shelburne, N. S., on Thursday.

Schs. Mary C. Santos and Louisa R. Sylvia are here from Provincetown to go on the railways to paint and fix up before fitting out for market fishing.

About all the big fleet of Provincetown haddocks which have been laid up since November will fit out again this week, and be ready for fishing operations soon after New Year's.

Sch. Clontonia has completed the discharge of her cargo of frozen herring and will now haul up until south seining time.

Sch. Annie M. Parker is putting most of her cargo of herring in their eezers.

Sch. Kineo will haul on the railways this week to make some changes in the hanging of her rudder and Capt. John G. Stream will fit her for halibuting.

Schs. Waldo L. Stream, Capt. Frank Stream, and Margaret, Capt. Samuel Colson, will also get ready for New Year's halibuting this week.

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Sch. Selma has had a new ice house put in and Capt. Charles Colson will begin to fit her out for halibuting this week.

Capt. Fred Thompson, who has lately shifted over from sch. Niagara to sch. Dictator, will begin to fit the latter craft for halibuting this week, while Capt. Thomas Mason will fit out sch. Niagara for the same fishery.

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HALIBUT POACHERS.

Vancouver Wants Cruisers To Capture American Craft.

Dominion Government May Name March as Yearly Close Season.

The Pacific Fisherman, an authority on Pacific fish news, says:

"The Vancouver, B. C., Board of Trade is renewing its efforts to urge upon the Dominion government the importance of conserving the halibut fisheries within Canadian waters, and at a recent meeting strong resolutions were adopted urging immediate action regarding the protection of these fisheries from American poachers. It was stated that whereas formerly the shipments of halibut arriving at Vancouver weighed 60 pounds per fish, the weight had now declined to as low as eight and ten pounds.

"One member made the assertion that last year no less than 39,000 tons of halibut caught in Canadian waters was shipped east from Seattle, Washington, whereas shipments from Vancouver only totalled 13,000 tons.

"It is given out in this connection, according to advices from Ottawa, that tenders have been asked for a large fishery cruiser which, according to present plans, will be constructed at once. Such a vessel would be large and would have sufficient speed to enable her to overtake any poachers that might be caught within the three-mile limit. The boat will also be used as a training ship.

"Certain of the Vancouver and Victoria papers are urging that one large cruiser will not serve the purpose, as the area of water is too great to be effectively patrolled without several boats, and that several small cruisers would accomplish much better results than one large one. Hopes are expressed, however, now that the new cruiser is announced, that the Dominion government will furnish the large cruiser and the smaller patrols, too.

"An order has been issued from Ottawa establishing a closed season for halibut in British Columbia waters during March. Fish operators are not complaining of this closed season, as they believe it will result in benefit to the fisheries. A very careful patrol will be maintained during that month however, to see that there is no poaching going on, for otherwise the closed season would be of no avail."

The resolutions above referred to ask the Dominion government to define the sovereignty of Canada in the North Pacific, owing to the alleged poaching of the American halibut catchers. The memorial expresses the opinion that waters between Queen Charlotte island and the mainland and ranging from Dixon entrance on the north to Hecate strait are wholly within the jurisdiction of the Dominion. If this view is taken by the government at Ottawa and then recognized by the United States government, it will be a very severe blow to the Pacific halibut fishery as far as American crafts are concerned.

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TO MONTREAL DIRECT.

First Cargo of Salt Cod Sent from Newfoundland Recently.

The first cargo of bulk fish to be shipped by water to Montreal from Newfoundland was that taken two weeks ago by sch. Australian, Capt. W. H. Hollett of Burin. Capt. Hollett said this cargo, which consisted of a thousand barrels of codfish, valued at about \$600, was the first bulk cargo to go by ocean route from the ancient colony to Montreal. At the latter place his schooner with her uncommon cargo attracted no little attention, and the success of his venture will be followed by more shipments. The major portion of the schooner's cargo was sold immediately upon its arrival at Montreal, shipped to Ottawa and other interior places, where good prices were realized.

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AGAINST STEAM TRAWLING

Harbor Grace Standard Endorses Times Stand.

Stirred by Report of Fleet in Labrador Cod Fishery.

Commenting favorably upon the editorial and news efforts of the Daily Times for international legislation to prevent steam trawling on the fishing banks of the North Atlantic, the Harbor Grace Standard, one of the leading papers of Newfoundland, devotes a column and a half of its editorial page to presenting its views on the subject, which coincide with those of the Times and other papers printed at places where the full gravity of the situation is understood and from which was made the following extracts:

"There seems reason to fear that the competition of steam with sail will, if not checked, eventually lead to the abandonment of the Bank fisheries by sailing vessels. It is just possible that next year the steam trawling may be found not to pay well in the long run. But it seems to us that the probabilities are the other way.

"The question is should the countries interested, Newfoundland, Canada, the United States, France and other, discourage this mode of prosecuting the fishery? As for Newfoundland, the people of this country are as one in opposition to the employment of steamers in our fisheries inshore or in deep water. It would mean to our fishing class putting the fishery in the hands of a comparative few, throwing out of employment thousands of fishermen with a tendency to restrict their profits, and their opportunities of becoming independent of the big supplies.

"The Standard has always taken the side that the employment of steam trawling outside the three mile limit, is a matter which no one government can deal with. Prohibition or restriction of it can only be brought about by concerted action on the part of the nations concerned. If it could be brought about, we should be very glad to see the era of the sailing fleet indefinitely prolonged.

"It would be well if the fishing interests concerned would make out their case for the sailing fleet as against the steam vessels, and for the United States, Newfoundland and every other government concerned to enter into conference with a view to carry out as far as possible the desires of opponents of steam. This would be worth doing if only to prevent the destruction of so much young fish. The quicker the move is made the better.

"This matter is accentuated just now by the reported movement in St. John's to secure steam trawlers in England with which to prosecute the deep water cod fishery on the Labrador and our coasts.

"The use of steam trawls or the purse or drift net system of fishing on Labrador and off this coast supply means for the killing out of the fishery, not only that of the deep sea but of the inshore fishery as well. The banks will be raked over by the nets, all kinds of fish taken, those that are of no value thrown back dead, the fish food destroyed and the grounds ruined for future fishing.

"The depletion of the deep sea area of its wealth cannot but seriously affect the inshore fisheries, and in its train will come the collapse of the whole fishing industry. The use of the ordinary hook and line trawls on Labrador especially is fast becoming general, season after season, an increased number of schooners going to the coast for that purpose, with more or less loss to the shore fishermen. What will be the result to our fisheries when the whole coasts are gone over with the drift nets? The question is one that requires prompt and drastic handling, and the sooner the people are alive to the serious consequences of the introduction of steam trawlers, the better for the country's welfare."